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CLASSIFICATION SECRET [REDACTED]	
COUNTRY Soviet Zone of Germany	REPORT NO. [REDACTED]
TOPIC Alt-Loennewitz Airfield	
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EVALUATION [REDACTED]	PLACE OBTAINED [REDACTED]
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DATE OF CONTENT 31 July and 1 August 1950	
DATE OBTAINED [REDACTED]	DATE PREPARED 6 September 1950
REFERENCES [REDACTED]	25X1
PAGES 2	ENCLOSURES (NO. & TYPE)
REMARKS [REDACTED]	[REDACTED]
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- On 31 July 1950 the security measures at the Alt-Loennewitz (N 52/E 84) airfield were considerably increased. Several roads on the eastern edge of the field which had been open for public traffic were now blocked by trenches. Twelve jet fighters with swept-back wings, nose wheels [REDACTED] were parked in the northeastern section of the landing field. [REDACTED] Three jet planes with trapezoidal wings, air exhaust under the fuselage and two seats in tandem were seen on the landing field. The upper part of the planes were painted a dark color, the lower part blue. The parking site in front of the hangars could not be observed. * [REDACTED]
- Between 10 and 11:50 a.m. three jet fighters with fuselage steps practiced loops, banks and rolls over the field. The flying time was 20 to 25 minutes. The gliding speed, which was slightly faster than that of the other jet planes, was estimated at 250 km/h. All flights were well executed.
- The position of the runway lights had not changed. A radio station consisting of a mast about 10 meters high with guy-wires, and a closed truck beside it, has recently been set up about 200 meters east of the start of the runway. **
- About 25 unpainted jet fighters were parked in front of the hangars on 1 August 1950 and 5 planes of the same type were at the eastern end of the runway. No conventional planes were seen. * The hangars were closed. No flights were made between 3:15 p.m. and 5:45 p.m. no activity was observed on the landing field. [REDACTED]
- Two two-wheel trailers, presumably generators for the lighting facilities, were standing near the take-off point on the southeastern edge of the landing field. Several red flags and small searchlights were at the start of the runway.

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<p>This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the</p>	
<p>Approved For Release 2003/08/11 : CIA-RDP82-00457R005900320002-4</p> <p>Next Review Date: 2008</p>	<p>Class. [REDACTED]</p> <p>Auth. [REDACTED]</p> <p>Date: 15 JUN 1978</p> <p>By: [REDACTED]</p>

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- 6 The radio station which had been previously observed east of the Falkenberg (N 52/E 74) - Riesa (N 52/E 81) railroad line was still there. It had guy wires, without insulators, on only three sides and not on four sides, as had been previously thought. A truck was at the side of the mast and west of it was a low tent, 6 to 8 meters long.
7. A similar radio tower, without a truck beside it, stood in the extension of the runway about 800 meters west of the radio station. The tower was slightly inclined to the east. Guy wires were on three sections of the mast and another guy wire at the top at an angle of about 120 degrees. It could not be seen whether the mast was braced on three or four sides.

25X1 * ☐ Comment. The report again confirms the occupation of the field by types 14 and 16 jet fighters and LA-9s. The report does not indicate whether the two fighter regiments previously stationed in Alt-Loennowitz are still there. Both regiments were reported in Alt-Loennowitz prior to 15 August 1950. The numerical designations of the regiments are not known.

25X1 ** ☐ Comment. The radio station, about 2 km east of the landing field, was previously reported ☐ The information that another and similar radio station was set up between this radio station and the landing field is received for the first time. It is possible that the two radio stations are the same although the reported distances from the edge of the landing field disagree. The exact purpose of the radio stations is not known.

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